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THE SUNDAY CONSTITUTION

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ATLANTA, GA., DECEMBER 18, 1889.

A Century of the Race Problem.

The Charleston News and Courier has collected and grouped together some expressions of opinion concerning the race problem.

As far back as a hundred years ago Thomas Jefferson wrote:

"Nothing is more clearly written in the Book of Destiny than the emancipation of the blacks; and it is equally certain that the two races will never live in a state of equal freedom under the same government, so inextricable are the barriers which nature, habit and opinion have established between them."

In these words we have a prediction already half fulfilled—a prediction from one of the wisest statesmen of his time. Many years afterwards, Abraham Lincoln, when the candidate of a party which was hostile to the institution of slavery, said:

"There is a physical difference between the white and black races which I believe will forever forbid the two races living together on terms of social and political equality."

Still later President Grant felt that the problem was of such serious importance as to justify the separation of the races, and under his direction an effort was made to purchase San Domingo, "a kind of asylum for the negroes, and as a safety valve for ourselves."

Similar opinions have been expressed all through our history by thoughtful men north and south, without regard to politics. Only the other day Professor Scamp, of Emory college, wrote in the Forum:

"We are in the right, and yet with perfect conviction we are driven to the inevitable conclusion that if the negro's citizenship, and his social and business privileges, are to have play and development, it must be upon another soil than that of the whites. As equals, the races cannot and will not exist together."

"An Appeal to Pharaoh," a book that is widely read and discussed, is on the same line, and the News and Courier is so much impressed by the drift of sentiment and the force of the case that it has come to the following conclusion:

"The negro is able to exist alone, and with the impulse he has received under our civilization he can furnish from his own ranks all the instruments of improvement and growth. The richest colored man in South Carolina is a genuine negro, and he declares himself willing to go. There are able negro preachers, teachers, lawyers, doctors. There are skilled mechanics and agriculturists among their number, everywhere. They are supplying some soldiers and sailors. In fact they can supply all the elements for founding and building up a new state on a civilized and Christian basis in the land of their fathers. The News and Courier recently contained information of the building of the first steamboat on the west coast of Africa by Clement Irons, a negro."

It would be, it seems to us, a far-reaching economy to assist these people to enter a field suited to the widest employment and highest development of their energies. They would create new markets for American productions, and in pushing the enterprises of America to the heart of the vast continent of Africa, would reflect undying glories upon the land of their hard bondage and severe discipline.

It is a very big problem as soon as people begin discussing it. But it is only discussed periodically. From time to time it comes to the surface, and then disappears. One thing is worthy of note. When both races are thinking of other matters, and are hard at work to better their material condition, the problem ceases to be a problem—nobody thinks of it during a period of prosperous industry and good government.

After all, anything can be turned into a problem by writing and talking about it. A great blessing to the country just now would be a philosopher who could convince both whites and blacks that their most important material problem is involved in earning an honest living, securing a home, and laying up something for hard times. Business first, and the race problem later.

The Rame Problem.

It seems that, after all, Atlanta is to solve the rame problem. Mr. Walter T. Forbes, of this city, has invented a chemical process which, according to all appearances, is a complete success.

Mr. Forbes, who is well known in Atlanta, has sent some samples of the prepared rame fiber to the New Orleans Times-Democrat, which is published in a region where great interest is manifested in rame culture, and that paper says that the specimens forwarded by Mr. Forbes are beautiful, very long, and silky, and they might pass anywhere for raw silk.

The whole rame problem consists in a cheap and rapid preparation of the fiber, and this problem Mr. Forbes thinks he has solved. By his process every fiber retains its original length, and the gum and resin in the bark are dissolved cheaply and quickly. There is already a market in this country for rame, and experiments made in various parts of the south demonstrate that it can be successfully cultivated. If Mr. Forbes' process is as cheap and as rapid as he is led to believe by his experiments thus far, nothing remains but for our planters to make rame one of their money crops.

Mr. Fremerey, of Texas, writing in the Manufacturers' Record, gives the method of cultivating rame, which, under the circumstances, will be interesting to our farmers. The seed should first be sown in a bed in March, where they will have to be treated with some care. When they are from six to seven inches high, they are mature enough to be transplanted to the field.

The ground for a rame plantation should be plowed to a depth of from eight to ten inches, and subsoiled to a further depth of from four to six inches, in order to allow the tap roots all facilities to get a firm start. This work done, two furrows of six inches deep and two feet apart are plowed, in which the slips are placed at distances of one foot. They are planted so that only the leaves stand out. On each side of the plants a foot of ground should be kept free for the use of the plants. A space of one foot on each side of the bed is left for cultivating roads and for irrigating purposes.

Rame is a perennial plant, and requires no further tillage than light cultivating after

each crop and some weeding in the first year. Mr. Fremerey says that no pains ought to be spared at the very start, as upon the first care the success of such a plantation depends. Soon after transplanting the plants should be irrigated for the purpose of setting the ground firmly round the roots.

As soon as the plants have reached a length of fifteen or sixteen inches one of the sprouts of each should be bent over in the center of the bed and covered with ground, leaving some three or four inches of the top free. These sprouts soon take root, and in a few months the whole patch is covered with luxuriantly growing plants. The sprouts not bent over have to be cut near the ground for the better development of the roots. By the end of June the stalks will have reached to a height of 3 or 4 feet, when they should be cut regardless of the value of the fibre. New sprouts immediately will make their appearance, 8 or 10 to each root, growing so fast as to be almost one inch long in 24 hours and furnishing in 6 or 8 weeks the first fair crop of fibre stalks.

The propagation of rame is done not only by seeds, but also by sprouts, cuttings and roots. Not long after planting, suckers will appear in the roads. These should be cut after each crop, as the roads must be kept free for irrigation and sweeping purposes.

In the first year the ground should be kept free of weeds; after that the plant will perform this work itself by suffocating them. In the southern states rame blooms during July and August, and seeds ripen in September.

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VICE-PRESIDENT MORTON's barroom is called the Grill. It is very popular among visiting and resident statesmen in Washington.

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cause he votes the republican ticket; but he is not permitted to hold office. Occasionally he manages to get a position, but it is always an insignificant one. Now we refer the editor of the Globe-Democrat to the letter of Jesse Mason, a young colored man, recently published in the Aledo, Illinois, Democrat.

It frequently happens that republican conventions at the north go through the farce of nominating negroes to some unimportant office, but no matter how insignificant the office may be, it is understood that the negro must be defeated. An independent candidate comes forward and the negro is shown under by the votes of the party that nominated him.

This is only a superficial statement of the real condition of the northern negro. If the government is to look after the colored men of the south, it should also consider the situation of the northern negroes. Does the Globe-Democrat find any objection to the suggestion?

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THE ELECTRIC WIRES

TAKE UP THE MEETING OF THE GENERAL COUNCIL.

The Ordinance Regulating the Stretching of the Overhead Wires Referred—The Day of Owners Increased—Appropriations.

Mayor Pro Tem Hemphill called the general council to order yesterday afternoon at three o'clock to complete the work left unfinished Monday because the supply of gas had been cut off.

No gas was needed during the session, however.

The full representation was present except Mr. Robbins, of the third ward; Mr. Morris and Mr. McLeod, of the fourth ward; Mr. Kutz, of the fifth ward, and Mr. Amorous of the sixth ward.

Mr. Woodward's ordinance touching the electric wires was taken from the table, and by a vote of nine to four was placed upon its second reading. When section five was reached Mr. Hutchinson secured the door and presented an amendment. The section originally read "all conducting wires." The amendment made it "all electric light and power wires."

The same words were added to section six by Mr. Hutchinson.

Mr. Measlin objected to the passage of the ordinance and wanted to table it.

Mr. Stephens presented a resolution referring the ordinance with all papers connected with it to the ordinance and street committees together with the city attorney and chief of the fire department to report at the next meeting of the council.

"I believe," said Mr. Measlin, as Mr. Stephens finished reading his resolution, "that Mr. Stephens is the only one here who knows anything about this electricity, and I move that he be added to the committee."

"Oh, he belongs to both committees now," said Mr. Woodward.

Mr. Stephens' resolution was adopted.

The Special Committee on Gas.

As a member of the special committee appointed to investigate the gas supply, said Mr. Haas, "I desire to speak a word. I was here last night and could not get home. We have looked into the matter delegated to us, and have had a conference with the gas company. The people of that company have made such a showing as satisfies that they are doing all they can. Since the consolidation they have spent \$90,000, about, and they are working hard to give us good gas and plenty of it, and at our next meeting your committee will submit a detailed report."

More About Street Wires.

"The street committee," said Mr. Woodward, "has another ordinance on the electric light wires. This one is for the benefit of the community."

The ordinance provides that it shall be unlawful for any one, in erecting scaffolding or putting up signs, or in any way, cut or interfere with the arrangement of electric wires, telephone or telegraph, without first notifying the company.

By authority of the officers of the Farmers' Alliance Exchange of Georgia.

FELIX CORPUS.

PREPARER.

Dr. J. C. Ayer & Co., Lowell, Mass.

Paid by all Druggists. Price \$1; six bottles, \$5.

EVANGELICAL MINISTERS.

An Interesting Meeting Yesterday Afternoon at the First Methodist.

At three o'clock yesterday afternoon the Evangelical Ministers association met at the First Methodist church.

The meeting was a very interesting one, presided over by Rev. Dr. H. C. Morrison.

The business of the association, the arrangements for the week of prayer, which is to include January 1, 1890. The committee consists of the following eminent clergymen: Rev. Charles Lane, Rev. Dr. Henry McDonald, Rev. A. M. Sherill, Rev. A. E. Ellington, Rev. A. D. Jackson, and Rev. Dr. G. C. Cleveland.

A second committee to look after the General Charities was appointed, consisting of Rev. J. W. Pogue, Rev. Dr. J. B. Hawthorne and Rev. Dr. J. W. Lee.

The meeting was very harmonious. Rev. T. P. Cleveland conducted the prayer service, and the outlook from the reports of the ministers of the various denominations is very hopeful.

Books. Books

For boys and girls. We have a full line of Louis Allingham's Pictures, Cottol Ginn, Chemical Works, "Globe" Stories, Stories, etc.

—Dickens, Thackeray, Cooper, Elliot, Scott, etc., at John M. Miller's, 31 Marietta street, ife.

The plague of lamps is the breaking of chimneys; but that is unnecessary — there are chimneys that do not break.

They are made of tough glass, which costs more than common glass, but not so much more as to make it impossible to sell them at the usual retail price; so the dealer gets less profit on them.

The dealer wants to know where his future chimney trade is to come from, if he sells chimneys that last forever. He secures the "good will" and good profits, as well.

"Pearl-top" is the chimney; Macbeth & Co., Pittsburgh, the makers.

It is adapted for steep or flat roofs in all climates, and is easily applied by unskilled workmen.

There are inferior imitations of our Asbestos Roofing; purchasers are cautioned.

Exhibits of our new model asbestos roof, with continued improvements during the past thirty years, and the most desirable Roofing for general purposes.

The important feature of our recent improvement, for which patents have been allowed, and others applied for in the country and in Europe, is the use of a new material, which, with samples, will be sent by mail.

Our Asbestos Roofing is now in use upon factories, warehouses, cotton, glass, Chemical Works, Railroad Bridges, etc., Beaumont, Decatur, etc., in all parts of the world.

If it is supplied ready for use, in rolls containing 200 square feet each, with Asbestos Roof Coating, ready for shipment, about 85 pounds per square foot.

It is adapted for steep or flat roofs in all climates, and is easily applied by unskilled workmen.

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No stock will be given to reliable dealers in important towns where we have not already made arrangements.

Contracts have been made with important dealers in important towns where we have not already made arrangements.

We are now ready to supply the product of entirely new machinery and processes just completed, by all of which we have greatly improved the strength and durability of our Asbestos Roofing.

We offer the most perfect form of the portable roof, which is made of asbestos fiber, with continued improvements during the past thirty years, and the most desirable Roofing for general purposes.

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If it is supplied ready for use, in rolls containing 200 square feet each, with Asbestos Roof Coating, ready for shipment, about 85 pounds per square foot.

It is adapted for steep or flat roofs in all climates, and is easily applied by unskilled workmen.

There are inferior imitations of our Asbestos Roofing; purchasers are cautioned.

No stock will be given to reliable dealers in important towns where we have not already made arrangements.

Contracts have been made with important dealers in important towns where we have not already made arrangements.

We are now ready to supply the product of entirely new machinery and processes just completed, by all of which we have greatly improved the strength and durability of our Asbestos Roofing.

We offer the most perfect form of the portable roof, which is made of asbestos fiber, with continued improvements during the past thirty years, and the most desirable Roofing for general purposes.

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SMITHVILLE WINS.

THE SOUTHWESTERN OFFICERS WILL LEAVE MACON.

Railroad News From All Quarters of the Country—Local News of Interest Over the Country.

It is now given out officially that the offices of the Southwestern division of the Central will be moved from Macon to Smithville. Buildings suitable for general offices are now being erected at the latter place.

Superintendent J. C. McKenzie, recently appointed, is now in Macon as headquarters, but expects his office to be moved in a few weeks.

The East Tennessee, on the first of January, begins operating the Knoxville and Augusta, recently purchased by the road. It extends from Knoxville to Macon, and the purpose is to connect with the Little Coal by this wealthy system is taken as grounds for the assertion that the original scheme of a road from Knoxville to Augusta will be carried out.

The Mobile and Northwestern is changed to standard gauge.

It is stated officially that the Jacksonville, Tampa and Key West railroad, will build an extension to Bessemer, Fla., within a short while.

Mr. J. C. McKenzie, recently appointed superintendent of the division, of the Central, here, has been at Macon, but has been for some time past superintendent of transportation on the Alabama Midland, and many years before that was master of transportation on the Western of Alabama.

The south and north division of the Louisville and Nashville is known as the Midland division between the Atlantic, you see, its management and operations. The oldest man in any way connected with the management of the road is the superintendent, just 33 years of age.

The Georgia Southern and Florida will be completed to Atlanta by the first of January.

Speaking about the Georgia Southern and Florida, Mr. J. C. McKenzie, has been appointed to take charge of Lake City. Both the Central and the East Tennessee run through Macon, and yet with all the rivalry for quick tourist travel this route will be used if it is used perseveringly and in time.

Its thousands of cures are the best advertisements for Dr. Sage's Catarrh Remedy.

OUR OWN LIFE

May be Saved If You Will Think of Yourself

Urgencies of the hour—“Hitting Pimples” is a very common affliction, and not causing much pain is usually considered of small importance, and the disease is allowed to develop into a sore, which is often very painful. These tumors are moisture and itching around the anus, pain across the hips (low down), diarrhea, and irregular bowel movements, pain in lower part of same, indigestion, and a sense of uneasiness in the abdomen. In nearly every case; and in the female, who are more liable to be affected than the male, many symptoms are similar to those of female diseases. This disease is a very painful one, and it is difficult to cure, and placed you on the list of “Incurables.” The remedies are few, and the condition is hard to contemplate, a general impairment of health, frequently so slow as to be scarcely noticeable, derangement of the nervous system, suffusing your face with a sense of uneasiness, and loss of power of cancer and stricture of bowels, or loss of power of controlling same when happily death intervenes and relieves the sufferer of his torture. This is a terrible disease, but a simple one, and may make this your own: can you take the risk when a cure is a certainty? Treating rectal diseases externally is a dangerous practice, and liable to cause a cure without the usual pain attending the treatment employed by one who has not the experience of treating diseases. The mode of treatment I would say, that cure is said to be most unpleasant in any way, as I use neither knife or caustic applications. I have cured many, and am willing that they may tell you of my success, if you will furnish me their names, if you prefer it. Can I offer you anything further? If you will write to me, I will send you a sample of my invitation to come and free of cost) and I will prove all I have said to the satisfaction of the most skeptical. For further particulars call or write to me.

Mr. F. B. Blake, who has been travelling for a year now as T. A. P. for the Burlington route, has just been notified of his promotion to travelling freight agent, with an increase of salary, the appointment to take effect January 1. Mr. Blake was, until recently, a reporter for the Atlanta and Savannah, Americans and Montgomery, and he has many friends in Atlanta who will be glad to know of his promotion.

“I am willing to bet,” said an Eatonton man yesterday, “that the next road to come into Atlanta will be the Middle Georgia and Atlanta. Grading has commenced on the division from Eatonton to Atlanta, and security is mine as to if the Macon and North Georgia don’t hurry up we’ll beat ‘em to Atlanta after all their talk.”

The Centerville branch of the Louisville and Nashville is to be changed at once to standard gauge, and extended twenty miles.

A road from Chipley, Fla., to St. Andrews, Fla., is to be built soon, known as the West Florida and Alabama. This distance is forty-five miles, and the right of way is cleared for twenty miles. The construction is to begin at once.

The Abbeville and Waycross, by way of Douglasville between those points in Georgia, is about to start. The distance is eighty-five miles.

The survey has been completed, and contracts will be let as soon as this is completed. Mr. J. D. Maynard, Abbeville, Ga., is president of the road.

The line of the Chattanooga Southern has been located from Chattanooga to McMurry's Cove, Chattanooga, Ga. Surveyors are now at work on the line from McMurry's Cove to Alpine, Ga., just this side of the Alabama line.

Contracts have been let for the building of a road to be known as the Gadsden and Lake Jean, to run from Ocoee to Oviedo, by way of Gabriella. The distance is about nine and a half miles.

By the very recent purchase of the Denver and Rio Grande, the great Union Pacific has added 80 miles to its system, making its total mileage of over 7,600 miles. That makes it the second largest railway system on earth.

Emmons Blaine, now assistant to the president of the West Virginia Central, is said to be developing unlooked-for ability as a railroad manager. In the near future, it is said, Mr. Blaine will be general manager of the road.

The work on the Congo river railroad has begun in earnest. The road is to be 265 miles in length. The first division has already been surveyed, the line to be laid down, and the mouth of the river a day or two ago. The work of grading is actually begun.

The Norfolk and Western is extending in two directions. One extension is of the branch from Elkhorn—the Elkhorn extension. The route will link the banks of the Big Sandy to Ironton, on the Ohio river, via the bridge across the Ohio, and connection made for Cincinnati and the West. The Ohio Southern is to be extended from Jacksonville, O., to make connection at Ironon, O.

The other extension is of the Clinch Valley branch. The route is laid out to near Cumberland Gap, connecting with the L. N. & W.

Mexico has now 5,000 miles of road in operation—1,000 of that being narrow gauge.

A railroad bridge twenty miles long is to be built across the Danube by the Romanians government. The proposed bridge across the English channel is only a little longer than this, though the depth of the water and other considerations would probably differ.

Another government railroad enterprise in the eastern world is a trans-Siberian road to the Pacific ocean. Russia has taken the matter in hand, and has sent a commission to America to get useful information as to the structure of bridges, tunnel work, rails, cross-ties and rolling stock.

The proposed route calls for the building of 4,000 miles, making it the longest railroad ever transportation. This is the most gigantic enterprise recorded in the history of railroad enterprise.

“Towns,” says the Railway Age, “reports that only twenty-one miles of road have been actually built, while on the other hand it appears that during the rear several branches of existing roads have been graded and laid out, so that the mileage of the state at the end of the year was actually less than at its commencement.”

Broad gauge rails are being distributed along this end of the continent. Americans and Montagu railroads, respectively to make this standard gauge. The narrow gauge rolling stock has completely gone out.

Pom. Lar. Pure, Fine Uniform, Best Cheapest, Juic. Y. Ripe, Tous. Chew, Favorit. Brand. Has No Name, Especial to Sell. Gives Good Profit. Quee N. of Tobacco.

No Christmas and New Year's table should be without a bottle of Angostura Bitters, the world renowned appetizer of exquisite flavor. Beware of counterfeits.

SOCIETY MEN

Will find in our stock a lovely line Dress Shields and Full Dress Shirts.

A. O. M. GAY & SON, 18 Whitehall.

Notice to Coal Dealers and Manufacturers.

We to Coal Dealers and Manufacturers.

We to receive lump and steam, Coal

Jelloo and Coros, Ala., coal daily and coal

orders promptly. Phone 426, office 24 South Broad street. Wilson Coal and Lumber company.

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Do you suffer with catarrh? You can be cured if you take Hood's Saraparilla, the greatest purifier. Sold by all druggists.

All fits stopped free by Dr. Kline's Great Nerve Restorer. No fits after first day's use.

Marvelous cures. Treatise and \$2 trial bottle free to fit. Send to Dr. Kline, 913 Arch street, Philadelphia, Pa.

MEN'S NECKWEAR.

The handsomest line yet.

A. O. M. GAY & SON, 18 Whitehall.

“The Story of Magna Charta.”

This grand lecture—one of the series of lectures recently delivered by the Rev. W. J. Scott, will be repeated Friday night at Trinity church, in compliance with the urgent request of a number of distinguished citizens.

It will be Dr. Scott's last lecture in Atlanta, as he has consented to visit Macon, Athens, and other cities, where many people are anxious to hear him.

“The Story of Magna Charta” is of great popular interest. There is much in it that appeals to every mind. The author, Dr. Scott, is a man of great knowledge and ability, and the facts presented by Dr. Scott cannot fail to entertain and engage the attention of his hearers.

Confidence Best of Success.

So confident are the manufacturers of that well-famed remedy, Dr. Pierce's Golden Medical Discovery, that they will do all that they represent, in the cure of liver, blood and lung diseases, and in many years past, they now feel warranted in selling it at a low price, in order to give satisfaction in every case, or money paid for it will be refunded. No medicine of ordinary merit could be sold under such severe conditions with profit to its proprietors, and no other medicine for the diseases for which it is recommended, is of equal value.

The “Golden Medical Discovery” is a safe and effective cure of a number of diseases.

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